1st Annual Tucson Classics Car Show
Words - Van Pershing, Photos - Chris Cunningham

It was a beautiful day for a car show. Not a cloud in the sky and spring like temperatures. The Rotary Club sponsored the show with about 550 cars in attendance, so many in fact, that several vehicles were turned away, including our own Don Robinson and Dave Lynch. This was without a doubt the finest collection of motor vehicles ever assembled in one spot in Tucson in a long time. It was a nice collection of street rods, muscle cars, exotic sports cars, antique vehicles of all kinds, and many other various and sundry sights to be seen.

The 1st Annual Tucson Classics Car Show held on October 26, 2007 had eight Corvairs in attendance. John and Amy Young were there with their beautiful '65 Monza 140 - it has factory air! Bill Maynard showed up with his '63 convertible. And there was a plethora of '64 convertibles on hand from Will Butler, Chris Cunningham, Allen Elvick, and our newest club member, Sharon Eiermann. The Cranors from Green Valley brought their '65 convertible and had the honor of being the only non-TCA members to show a Corvair. Van Pershing's Yenko Stinger was also on display.

The treat of the day, however, was the presence of Gordon Cauble with his '63 Spyder. Marcy Tucker and Bill Leslie were there for the day providing support. Barry Cunningham showed up for a few minutes to brighten everyone's day. John Frugoli came too and made a lunch run.

It was a great day with literally thousands of people in attendance. As always the Corvairs attracted a lot of attention. It's hard to believe there is a generation coming up that doesn't even know what a Corvair is much less that it is a Chevrolet!

Next year's show will be on the same day; October 25.

LEFT: Will Butler and friend relax in his 1964 Monza convertible at the 1st annual Tucson Classics Car Show.
BELOW: New member Sharon Eiermann's 1964 Monza 4-speed convertible was displayed next to Gordon Cauble's 1963 Spyder convertible. Sign states car was salvaged from a Tucson junkyard in 1978 for $90.

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2007 TCA CHRISTMAS PARTY
FRIDAY DECEMBER 14TH
CODY’S BEEF & BEANS
2708 E. FT. LOWELL RD.

Menu

<table>
<thead>
<tr>
<th>Item</th>
<th>Price</th>
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<tbody>
<tr>
<td>12 oz Prime Rib</td>
<td>$15.95</td>
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<tr>
<td>Grilled Salmon Filet</td>
<td>$13.50</td>
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<tr>
<td>Top Sirloin Steak</td>
<td>$14.50</td>
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<tr>
<td>½ Rack Baby Back Ribs</td>
<td>$11.50</td>
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<tr>
<td>Boneless Chicken Breast</td>
<td>$ 9.95</td>
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<tr>
<td>BBQ, teriyaki or lightly seasoned</td>
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Dinners include soup or salad, cowboy beans, bread & baked potato.

Please Bring One Xmas Gift Per Person for Gift Exchange
Corvair Association is a monthly publication of the Tucson Corvair Association, which is dedicated to the preservation of the Corvair model of the Chevrolet Motor Division of General Motors. The Tucson Corvair Association is a chartered member of the Corvair Society of America (CORSA) chapter 857.

Monthly Meetings are held on the fourth Wednesday of each month, except November and December. One technical/social event is planned for each month, except July and August.

Membership Dues are $15 for individuals and $18 for families. Initial dues are $19 for individuals and $22 for families (includes name tags). Make checks payable to Tucson Corvair Association.

Change of Address: Report any changes of address or phone number to the Membership Chairperson. Do not report such changes to the Corvair Magazine.

CORSA Membership Dues are $38 per year ($76 for 26 months) and include subscription to the CORSA Communiqué, a monthly publication. CORSA membership is required for membership in the TCA, but is highly recommended. See any TCA officer for more information.

Classified Ads are free to members and $3 per 4-line ad to non-members. Deadline for materials submitted for publication in the Corvairsation is the 10th of the month.

Business Mail Address: 1026 South 7th Avenue, Tucson, AZ, 85701-3010. Web Site Address: www.corvairs.org

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TCA 2007-2008
Events at a Glance

DECEMBER 2007

14 FRI TCA Annual Holiday Party/Dinner
Cody’s Beef and Beans, 2708 E Ft. Lowell Rd,
6:15pm-7pm: cocktails, 7pm dinner.

25 TUES Merry Christmas!

JANUARY 2008

1 TUES Happy New Year!

2 WED TCA Board Meeting: Wings Over Broadway,
5004 E Broadway Blvd - 6:30pm.

12 SAT 14th Annual Collector Car Show at Tubac
Golf Course: meet at Cow Palace 7am for
breakfast.

20 WED TCA General Membership Meeting Pescado
Felix, 840 East Ft. Lowell Road, Parking Lot
Bull Session: 6pm. Optional dinner at 6:20,
meeting starts at 7pm.

27 SUN Corvair Tech & Tune Bill Maynard’s "Last
Chance Garage," 3605 N. Vine, 10am-2pm,
Contact: 325-8497.

CAR SHOWS

DEC-NOV SATURDAY

Little Anthony’s Car Show Dates: - 7010 E. Bdwv.
Day Shows 10am-2pm: 12/15; 1/19; 2/16; 3/22
Night Shows 7pm-10pm: 4/12; 4/26; 5/10; 5/24;
6/14; 6/28; 7/12; 7/26; 8/9; 8/23; 9/27; 10/11; 10/25;
11/8.

JAN 12 14th Annual Collector Car Show at Tubac Golf
Course. Contact Duane - 520-885-6630

FEB 29- MAR 2 Tucson British Car Roundup - Harold Beckhuizen:
harold_beckhuizen@msn.com

MAR 15 11th Annual Benefit Car Show - Sierra Vista, AZ

APR 10-12 17th National Bakersfield Swap Meet

JUNE 23-27 CORSA International Convention in Ventura CA
Hosted by CORSA West of Los Angeles.
Tucson Corvair Association
Regular Membership Meeting
Minutes
October 26, 2007

Members Present: Dave Lynch, Dave Baker, Barry Cunningham, Don Robinson, Bill L., Marcy T., John & Amy Young, Chris Cunningham, Matthias Eiserman, John Frugoli, Ed Segerstrom and his son John.

President Dave Lynch called the meeting to order at 7:20 pm.

Approval of the Minutes for September: Motion to approve by Bill L., seconded by John Frugoli and approved as written.

President's Report: Dave Lynch posted himself at the former location of Micha's Del Norte and directed members to Pescado Feliz for tonight's meeting, as Micha's has closed and not bothered to advise us. Our November meeting will be held on 11/28 at Pescado Feliz, we will attempt to find a new location for future meetings.

Vice President's Report: John Frugoli discussed the November mid-month at Fred's Arena. Interested members should meet Sunday 11/11 @ 9am at Ajo & Mission to caravan to Fred's. The Rotary Club car show is this Saturday at St. Gregory's school, Craycroft & River.

Plan to meet Saturday at 7:30 am at the Burger King at Grant and Craycroft Roads. A show of hands was taken, 10 cars will be in attendance. The club will provide drinks and ice. The CHVA Swap Meet is also Saturday in Marana.

Six Corvairs were driven to the meeting: three Late Models, two Early and one Van.

Committees:

Treasurer's Report: Barry Cunningham reported a $3368.67 beginning balance, $3228.74 ending balance. Expenses were the Corvaisation and entry fees for the Rotary Car Show.

Website: Van Pershing was not present

Merchandise: Don Robinson has hats and cups for sale.

Library: No discussion.

Tech Talk: No tech talk was held.

Mid-Month Activity: Fred's Arena 11/11/07. Meet at 9am at Ajo & Mission

Adjourn: Bill L. offered a motion to adjourn at 8:15 pm. It was seconded by John Frugoli, motion approved

Respectfully submitted,

Marcy T.
Recording Secretary

"In Charlie You Trust" Rust Free Cars and Parts.
2902 N. 60th Drive, Phoenix, AZ 85033

Dues are Due in January

Please see Barry Cunningham, our Treasurer and Membership Chairman,
Your dues pay for the newsletter, Corvaisation, our Website, www.corvais.org, and all of our activities and events.

Dues are $19 for individuals
$22 for families (includes name tags)

THANY YOU
We look forward to your participation in 2008!
**CORVAIR ENGINE IDENTIFICATION**

Engines are identified in the following table by the code letter or letters immediately following the engine serial number.

**ENGINE NUMBER LOCATION**

1962-64: Top of engine block forward of generator-oil filter adapter.
1965-68: Top of engine block behind oil pressure sending unit.

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
<th>Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>YC</td>
<td>6 cyl. with M/T</td>
<td>1962-64</td>
</tr>
<tr>
<td>YH</td>
<td>6 cyl. with M/T</td>
<td>1962</td>
</tr>
<tr>
<td>YL</td>
<td>6 cyl. with M/T, A/C</td>
<td>1962-64</td>
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<tr>
<td>YM</td>
<td>6 cyl. with A/C, HPE</td>
<td>1962-63</td>
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<td>YM</td>
<td>6 cyl. with T/C, 4 sp. Tr</td>
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<tr>
<td>YN</td>
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<td>1962-64</td>
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<tr>
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<td>6 cyl. with T/C, 4 sp, fr</td>
<td>1962</td>
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<tr>
<td>Z</td>
<td>6 cyl. with A/T</td>
<td>1963-64</td>
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<td>6 cyl. with A/T</td>
<td>1962</td>
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<td>6 cyl. with A/T, A/C</td>
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<td>ZF</td>
<td>6 cyl. with A/T, HPE</td>
<td>1962-64</td>
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<tr>
<td>ZG</td>
<td>6 cyl. with A/T, A/C, HPE</td>
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<td>ZH</td>
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<td>1962-64</td>
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<td>ZJ</td>
<td>6 cyl. with A/T, A/C</td>
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<tr>
<td>Y</td>
<td>6 cyl. with M/T HPE</td>
<td>1962-63</td>
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<tr>
<td>RL</td>
<td>6-164 with T/C</td>
<td>1966</td>
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<tr>
<td>RM</td>
<td>6-164 with M/T, SHPE</td>
<td>1965-67</td>
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<td>1965-67</td>
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<tr>
<td>RJ</td>
<td>6-164 with PIG, A/C</td>
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<td>RK</td>
<td>6-164 with PIG, HPE, A/C</td>
<td>1965-68</td>
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<td>QO</td>
<td>6-164 with P/G, A.I.R, A/C</td>
<td>1967</td>
</tr>
<tr>
<td>QP</td>
<td>6-164 with HPE, P/G, A.I.R, A/C</td>
<td>1967</td>
</tr>
<tr>
<td>QQ</td>
<td>6-164 with SPHE, A/I.R, A/C</td>
<td>1967</td>
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<tr>
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<td>6-164 with SPHE, A/I.R, A/C, P/G</td>
<td>1967</td>
</tr>
<tr>
<td>QS</td>
<td>6-164 with HPE, A.I.R, A/C</td>
<td>1967</td>
</tr>
</tbody>
</table>

A/C: Air conditioned
A.I.R.: Air injection reactor
A/T: Automatic transmission
HPE: High performance engine
P/G: Powerglide
SHPE: Special Hi Perf. Engine
T/C: Turbocharged

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**140 Rocker Arms**

Steve Rathman of Sun City has been manufacturing rockers for 15 years, first for dune buggies. Steel rocker arms with roller bearings reduce friction and increase valve action while improving lubrication. They bolt onto 140 engines without milling, and a special spacer provides clearance for valve covers. He says that on a mildly-tuned engine, the rockers add 15HP. Steve Rathman can provide details at 951-377-3552.

Jack Pinard

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**More Notes on Fuel**

by Dave Palmer, Ventura Co. Corvairs

Modern technology and new alcohol fuel blends are making the experience of driving a Corvair a bit more challenging: harder starts, detonation "ping," lower fuel mileage, and general drivability issues crop up. This by no means limits or eliminates the daily driving of our favorite little cars; it just poses some new challenges. Here is what I have found with my daily-driver Corvairs.

For hard start ups, the biggest problem here is increased alcohol content in the fuel blends. Let me tell a story which demonstrates that the alcohol content is higher. Recently, I drained some water-contaminated fuel from a tank at work. There were probably three quarts of gas in a open-top pan. Not wanting to just dump it, I decided to set it out to evaporate as I had done on other occasions. Within a hour, about half of the gas had gone. Shortly after that, nearly all of it had evaporated away. I've serviced equipment for thirty years and used this method countless times. But, in the good old days, the evaporation process would have taken a couple of days. The reason? Alcohol evaporates much faster than gasoline. I read a article on alcohol blends in gasoline, and it appears that the higher the octane rating, the more alcohol in the blend.

With our Corvairs, there has always been a bit of a problem with the fuel boiling out of the carburetors after a hot run. Sometimes it took a few extra cranks to get the fuel into the empty carbs and the engine to start. Today, this is all too common. How many times has it taken extra cranking to start your Corvair - particularly after sitting around for a long while - say a week or more? The gasoline has evaporated from the carburetors.

My Corvairs are set up to run for a little extra mileage. The main carburetor jets are #52, and I set the timing of the distributor to where the engine 'just' stops ping on acceleration. I also improved the engine cooling by cleaning...
the head-fin flashing for maximum air flow. Everything works well, but the Greenbrier still has the original-style mechanical fuel pump. When I had my '65 sedan, I installed a electric fuel pump and could pre-prime the carburetors before starting the engine. It was interesting to note how much priming the pump actually had to do! Modern cars have electric fuel pumps, electrically monitored fuel injection, and closed fuel systems. Gasoline evaporation is contained. Cars made in the 1960s had none of those advantages, and you can smell the gas evaporating from time to time.

Detonation "ping" can also be attributed to the fuels available nowadays. Back in the day ... Regular-grade gas was 92 octane. This is what premium is rated at today. Add to that the different flash point of alcohol and lower BTU "heat" output, and we have explained the ping, lower mileage, and drivability issues.

Fortunately, our Corvairs can be tuned to operate with these modern fuels. Standard performance may never be the same for daily driving - compared to the good old days. Vapor-lock during a parade on a hot day comes to mind. But we can still enjoy our Corvairs. What I don't quite yet know is how to adapt a hydrogen fuel cell to the Greenbrier. Still working on that one ... !

---

**Holiday Gift Ideas**

**Italian Lambskin Driving Gloves**
*For Italian sports car drivers only!*

$74.95

- Lambskin
- Imported from Italy
- Snap Closure
- Unlined
- Colors: Black, Brown

**Shorty Driving Gloves**
*Fingerless style allow you to work on your car if it breaks down in cold weather.*

Cut out knuckle-holes offer more natural feel when wrenching down on difficult rusted bolts. Perfect for auto tune up clinics.

$14.95

- Snap closure
- Elasticized wrist
- Cut out knuckleholes
- Black only

**SWAT Gloves**
*The original weighted glove. Don't accept a substitute for the real thing. Don't just shake hands, punch'em out with these beauties.*

$68.95

- Native Deerskin
- Powdered lead filled
- Unlined
- Black only

---

**Welcome New Members!**

Sharon Eiermann
2398 E. Bigview Dr.
Oro Valley, AZ 85755

and

Mathias Eiserman
438 E Prince Rd. #216
Tucson, AZ 85705
After over 40 years of service most odometer numbers are pretty much worn out. They start flaking off and make a nice clean speedometer look bad. Pic #1 is from a '65 Corsa and as you can see it look pretty sad. Upon asking around, it was discovered that good used odometer cylinders aren't too easy to come by. But there is an easy repair that can be done. Eckler's Classic Chevy International (http://www.classicchevy.com) sells odometer restoration decals for '56 to '72 Chevys for $6.99 a set (Item Number 37-33). Well, as luck would have it, the Corvair is a Chevy. The set includes six black and two white numbered vinyl strips with adhesive on the back that can be placed on each individual wheel of the odometer. That gives you one black strip and one white strip to mess up as you do your installation. Two sets must be purchased to do both the main odometer and the trip odometer on a Corsa.

The first step, of course is to remove the speedometer from the instrument cluster. That hardest part of the process is removing the speedometer needle. A small trim removal tool can be used but care must be taken not to mess up the needle - it's pretty tender. Once the needle is off, remove the two screws holding the black face place on. From there the odometer cylinders can be removed. Next, remove the flakey numbers from the cylinders. A fingernail and a little compressed air worked fine in this case. Once clean, you can wrap the adhesive number strips around the cylinders one by one being careful that the zero on the strip lines up perfectly with the zero on the cylinder. Care must also be taken to make sure the strips are exactly in the center of the cylinders. Once all the new numbers are inplace the cylinders can be returned to their home in the speedometer head. Make sure the slotted tabs wind up on the retaining bar as shown in the pictures above.

The finished product is very nice and so much better than the old faded flakey number from years of yore. You can also take this opportunity to reset the odometer to zero, if you wish. It's easy to do and doesn't require any further disassembly of the cylinders.

Van Pershing

A link to this article can be found on the club's webpage www.corvairs.org.
**DUAL MUFFLER SET**

- With Glass Packaged Mufflers, Resonators & Chrome Tail Pipes for 60-67 CORVAIR
- Easiest installed, the buyer just installs the parts
- **Complete Kit for 60-67 Corvair** (Code 0187)

**DUAL MUFFLER SET**

- With Glass Packaged Mufflers, Resonators & Chrome Tail Pipes for 60-67 CORVAIR
- With Glass Packaged Mufflers, Resonators & Chrome Tail Pipes for 60-67 CORVAIR

**MORE POWER & ACCELERATION**

- Performance - Up to 15 HP & 4000 rpm
- Dual Exhaust System - For 60-67 Corvair
- Fits all Corvair models

**CABLE TREMBO® DUAL EXHAUST SYSTEM**

- For 60-67 Corvair
- Complete Kit for 60-67 Corvair

**DUAL CARBURETOR MANIFOLD KIT FOR CORVAIR**

- Spares, Spares, and Spares
- Fits all Corvair models

**CUSTOM Manual Choke Conversion Kit**

- For 60 and 62-66 Corvair
- Fits all Corvair models

**LOW SILOUETTE Air Cleaners for CORVAIR**

- Fits all Corvair models

- Fits all Corvair models
Regular Monthly Meetings are held on the fourth Wednesday of the month. November meeting is on the third Wednesday. The December meeting is an annual Holiday Party.

Meeting Place: Pescado Feliz, 840 East Ft. Lowell Rd,
Parking Lot Bull Session: 6pm. Optional dinner at 6:20, meeting starts at 7pm.

Upcoming Events:

December 14, Friday  
**TCA Annual Holiday Party** - Cody's Beef and Beans, 2708 E. Ft. Lowell, Rd.
Cocktails 6pm- 6:45, Dinner at 7pm. See details on page 1.

Happy Holidays

Tucson Corvair Association
1026 South 7th Avenue
Tucson, AZ 85701-3010